

PLANNING COMMISSION
Minutes of June 7, 2004, Meeting

Members Present: Linda Snider, Joseph Dixon, Tom Dantzler, Rick Lucas, Mark Siegel

Staff Present: Jack Dodge, Principal Planner; Mike Scarey, Senior Planner; Holly Anderson, Senior Planner; Brian Galloway, Associate Planner; Tom Gut, City Engineer

1. Call to Order:

The meeting was called to order at 5:30 p.m.

2. Approve Minutes of May 17, 2004, Meeting:

A motion was made and seconded to accept the minutes of the May 17, 2004, meeting as presented. The motion was carried four to one.

3. Old Business:

A. Recommendation to the City Council Regarding the Proposed Minor Amendments to the Zoning Code ("Set #2")

Jack Dodge reviewed the ordinance addressing minor code amendments by section as follows:

Section 15.20.030 Land Use Chart - Recreational/Cultural Uses

Sports Club would be added to the land use chart as a conditional use in the Urban Low Density and Neighborhood Business zones. A new footnote number four states, "Applies only to the Glacier High School site." The use would be permitted outright in the Community Business, Aviation Business Center, and Industrial zones.

In answer to a question about possible uses in other buildings on the Glacier site, Jack Dodge explained that any proposed use would require a Conditional Use Permit including a public hearing before the Hearing Examiner and notification of all property owners within 1000' of the site.

A motion was made, seconded, and unanimously passed to recommend approval of the proposed amendment as written.

Section 15.13.010 Standards Chart

This amendment would allow a minimum lot width of 50' within the Urban Low Density zone. A new footnote number twenty states, "Lots may be less than the required minimum lot size, subject to the criteria in 15.13.020E."

A motion was made, seconded, and carried by a majority of four to recommend approval of the amendment as written.

Section 15.13.020E Measurement Methods

The method to determine lot area was amended as follows:

In determining the lot area of new lots in short plats proposed under Title 14, the area of the original lot area required to be dedicated for public right-of-way may be used in the calculation of the number of lots that may be segregated from the original lot.

A motion was made, seconded, and carried by a majority of four to recommend approval of the amendment as written.

Section 15.13.080 F

This section was amended regarding security wire. Amendments include prohibiting the following:

Razor wire, concertina wire, or similar security wire is prohibited on fences within the residential zones.

Barbed wire fences shall not be allowed in the residential zones except where barbed wire fences are necessary to control horses, equine animals, or livestock as allowed under SMC 15.12.015, 15.13.115, and 15.13.120.

A motion was made, seconded, and carried by a majority of four to recommend approval of the amendment as written.

Section 15.14.020 Authority and Application

The Landscape Authority and Application was amended as follows:

All new developments on vacant land requiring building permits or change of use permit; or

Option A: When the gross floor area (gfa) of a building/complex expands beyond forty percent (40%) of the total existing gfa, the current landscape standards shall be applicable and integrated into the redevelopment; or
Upon the change in use of any property to a public/private parking lot.

Option B: When the gross floor area (gfa) of a building/complex expands beyond twenty percent (20%) of the total existing gfa, the current landscape standards shall be applicable and integrated into the redevelopment. Within the Neighborhood Business zone, the provisions of this chapter shall apply when the complex expands beyond forty percent (40%) of the total existing gfa; or
Upon the change in use of any property to a public/private parking lot.

A motion was made, seconded, and carried by a majority of four to recommend approval of proposed Option B of the amendment as written.

Section 15.14.060 Landscaping Standards for Residential, Accessory, Recreational/Cultural Uses

Landscaping requirements for a sports club would be 10' of Type IV on street frontage, 5' of Type IV on building façade if 30' high or 50' wide, 5' of Type III in side/rear yards, 10' of Type I in side/rear buffer for non-compatible uses, parking lot landscape standards would be applicable.

A motion was made, seconded, and carried by a majority of four to recommend approval of the amendment as written.

Section 15.15.030 Parking Space Requirements for Recreational/Cultural Uses

Parking requirements for a sports club would be 1 space per 100 sf of building plus 1 space per 4 fixed seats if tournaments or competitions are held at the sports club. (If bleacher seating were installed, the City may require 1 space per 28" of bleacher seating.)

Discussion was held about whether or not the proposed parking regulations would be adequate, particularly if tournaments brought participants from out of the area in motor homes and buses; and potential impacts to surrounding neighborhoods.

Jack Dodge advised that the Conditional Use Permit process required an approved parking plan, possibly including a traffic study if tournaments and competitions were to be held. In addition, the Hearing Examiner may require impact mitigation as a condition of approval, limit the size of tournaments and competitions, or deny them altogether.

It was agreed that language would be added to require that, in addition to the 1 parking space per 4 fixed seats, an approved parking plan would be required if tournaments and/or competitions were held.

A motion was made, seconded, and carried by a majority of four to recommend approval of the amendment with the above referenced addition.

Section 15.16.020 Definitions

Grade (Ground Level) - The elevation or level of the street (or parking lot) closest to the sign to which reference is made. In cases where the property on which the sign is located is lower than the immediately adjacent street level, the ground level shall be considered the street level to facilitate visibility of signage. In no case shall a sign be higher than 25 feet from the lowest grade of the property adjacent to the street level where the sign is proposed.

Discussion was held about regulating sign height at locations with two street levels, one at a higher grade than the other; and regulations being developed to ensure no businesses were negatively impacted.

Jack Dodge stated that the Variance Permit process could allow a variance from the dimensional standards of up to 50%.

A motion was made and seconded to recommend approval of the amendment as written. The motion was carried by a majority.

Section 15.22.020 C Variance

The requested variance is decided by the City's Hearing Examiner through a public hearing process, except in cases where the requested change involves less than twenty percent (20%) variance to a standard. In these cases, the variance may be decided by the City Manager or designee, provided the following criteria are met in addition to those in Subsection (B) of this section.

The proposed change would allow additional variances to be determined administratively.

A motion was made, seconded, and passed by a majority of four to recommend approval of the amendment as written.

Section 15.30.160 Sensitive Area Markers and Signs

In all new developments, short plats, and formal subdivisions, all storm drains shall be stenciled "Dump No Waste, Drains to Stream" prior to the occupancy of any structures within the new development, or prior to the occupancy of any new residence within the short plat or formal subdivision.

A motion was made, seconded, and passed by a majority of four to recommend approval of the amendment as written.

Section 15.10.612.1 Sports Club

The following definition is proposed for sports clubs:

A profit or non/profit club providing the following activities:

1. The instruction of basketball, softball, baseball, cheerleading fundamentals, martial arts and other similar activities.
2. Weightlifting.
3. Drop-in, Pick-up game sport activities.
4. Tournaments/competitions related to the instructional activities.

A motion was made, seconded, and passed by a majority of four to recommend approval of the amendment as written.

Section 16A.03.030 D Administrative & Review Authority

Variances to the provisions of SMC Titles 14 and 15 where the change does not exceed twenty percent (20%) of the distance, area, or other measure of the requirement of City code, pursuant to the criteria in SMC 15.22.020(C).

This is an amendment to Title 16A to make it consistent with a similar change in Title 15.

A motion was made, seconded, and passed by a majority of four to recommend approval of the amendment as written.

B. Continued Review of 2004 Proposed Comprehensive Plan Amendments

Mike Scarey stated that the Preliminary Docket serves as a screening document to assess all the amendment proposals against adopted criteria. The Planning Commission will review and discuss the Preliminary Docket and make a recommendation to the City Council as to which proposals should go forward to the Final Docket. In July, the City Council will establish the Final Docket which assesses all amendment proposals against a different set of criteria.

Mike Scarey reviewed the proposed 2004 Comprehensive Plan Amendment Proposals listed on the Preliminary Docket as follows:

Land Use Plan Map

Map Amendment #1 - Change Comprehensive Plan Designation and rezone, property located at 19620 International Boulevard known as the "Hughes Property".

Map Amendment #2 - Change Comprehensive Plan Designation on property located at 3725 South 160th Street.

Map Amendment #3 - Change Comprehensive Plan Designation on property located at 3712 South 188th Street.

Map Amendment #4 - Remove square footage limitations applicable to the property located at 4040 South 188th Street, adopted with Ordinance 01-1020, amending the Comprehensive Plan, and remove same square footage limitations adopted with Ordinance 01-1021 amending the Official Zoning Map.

Map Amendment #5 - Change Comprehensive Plan Designation for Port property north and west of South 160th Street and International Boulevard, if necessary. The Port will have to confirm ownership of the property.

The plan for construction of a parking structure at this location is outlined in the Port's Master Plan Update. Certain properties have been purchased by the Port, and they are currently negotiating to purchase the remainder. Therefore, the proposal is intended as a "placeholder" until the Port can complete the purchase of all properties.

Discussion was held about the advisability of allowing this exception for the Port. In the end, it was agreed that because the Port has eminent domain authority, the placeholder amendment should remain on the Preliminary Docket.

Map Amendment #6 through Map Amendment #15 - To update informational maps throughout the Comprehensive Plan, and remove outdated information maps.

Text Amendments

There are fifty-four text amendments

Introduction - 2

Land Use Element - 13

Housing & Neighborhoods Element - 3

Transportation Element - 14

Capital Facilities Element - 4

Utilities Element - 2

Community Image Element - 4

Economic Vitality Element - 2

Environmental Management Element - 2

Parks, Recreation & Open Space Element - 7

Human Services Element - 1

The individual elements and revised language identified by underline and strikeout will be presented to the Commission over the next several meetings.

Schedule

Planning Commission recommendation on Final Docket - July 19
City Council Decision on Final Docket - July 27
Public Hearing with Open House - November 1
Council Action - November 23 (proposed)

C. Continued Discussion about Proposed Amendments to the Wireless Communications Facility (WCF) Regulations

Holly Anderson stated that a public hearing before the City Council will be held on June 8 to extend the interim standards until the final standards are completed. Staff anticipates presenting the draft regulations to the Planning Commission on June 21, and the City Council on June 22.

The June 8 Administration & Finance Committee meeting agenda includes discussion about revenue that may be generated if facilities are sited on City-owned property, and a proposed fee for independent review of wireless facilities to ensure compliance with the hierarchy and various other requirements outlined in the new standards. Tonight's discussion will focus on two options for siting hierarchy, and equipment technology.

Hierarchy Option 1

1. Concealed Attached
 - a. On City property
 - b. In certain ROW
 - c. On private property
2. Concealed Freestanding
 - a. On City property
 - b. In certain ROW
 - c. On private property
3. Non-Concealed on Private Property
 - a. Attached to water towers or buildings greater than 60' high
 - b. Collocation on freestanding
 - c. Attached - other than 3a
 - d. New freestanding (Industrial zone only)

An applicant has to demonstrate through affidavit of a RF engineer that they cannot reasonably locate on a higher ranked facility.

Discussion was held about concealed antennas attached to water towers. Holly Anderson explained that under number one, language could state "concealed attached to a building or a water tower." The City's current definition of "attached" states that a wireless facility could be attached to a building, water tower, utility pole (light pole,

telephone pole or electric transmission pole) or sign (only if concealed). Whether or not the proposed regulations will include "attachment to utility poles and signs" under the definition of "attached" still needs to be determined. Category 1b could be eliminated if new standards prohibit location on an existing utility pole. Cityscape consultants believe it would be difficult for a facility attached to an existing utility pole in the right-of-way to meet the proposed concealed requirements; a new freestanding facility would have to be installed. Non-concealed facilities on private property will be discouraged.

Commissioner Dixon presented a proposal that would require facilities on water towers and buildings up to 80' high on private property to be concealed. Facilities located on water towers and buildings greater than 80' high on private property could be non-concealed.

Discussion was held about allowing non-concealed facilities on water towers or buildings greater than 80' high, and whether or not they were actually more or less visible at that height; the potential for wireless providers to circumvent the hierarchy requirements; and any modifications to sites triggering the concealed requirement.

Hierarchy Option 2

1. City Owned Property
 - a. Attached concealed
 - b. Freestanding concealed
2. In Certain ROW
 - a. Freestanding concealed
3. On Private Property
 - a. Attached concealed
 - b. Freestanding concealed
 - c. Attached non-concealed on water towers or buildings greater than 60' high
 - d. Collocation - non-concealed
 - e. Attached non-concealed - other than 3c
 - f. New freestanding non-concealed (Industrial zone only)

An applicant has to demonstrate through affidavit of a RF engineer that they cannot reasonably locate on a higher ranked facility.

It was stated that City right-of-way and private property should be equally available to carriers for siting facilities.

After much discussion, the Planning Commissioners agreed that non-concealed facilities should be prohibited entirely, and their preference was Hierarchy Option 1, items number one and number two only.

Cityscape's attorney recommended that non-concealed facilities be discouraged through stringent regulation rather than prohibited outright. The City's legal counsel is evaluating that recommendation.

Holly Anderson then presented proposed definitions as follows:

- Equipment Shelter - A building meeting UBC standards intended primarily to conceal WCF equipment.
- Equipment Compound or Equipment Area - The area occupied by wireless communications facility equipment, including any equipment cabinets, shelters, generators, and ancillary structures, but excluding parking and access ways.
- Equipment Cabinet or Equipment Enclosure - Any structure used exclusively to contain radio or other equipment necessary for the transmission or reception of wireless communication signals, including cabinets, pedestals, and other similar structures.
- Ancillary Structures - Any form of development associated with wireless communications facility other than an antenna supporting structure, equipment enclosure or equipment shelter, including but not limited to: foundations, concrete slabs on grade, guy anchors, generators, and transmission cable supports.

Regarding equipment less than six cubic feet and mounted to a pole (saddlebag), the Commissioners agreed that no equipment would be allowed other than antennas and feed lines.

Discussion was held about defining an underground equipment shelter vault as an underground equipment area, what equipment would be included in the definition of an aboveground equipment area; whether or not size restrictions (currently 250 square feet) are necessary for equipment located underground or inside commercial buildings; whether size restrictions should apply to the freestanding equipment shelters or to the fenced area; and addressing the issue by way of defining "concealed" rather than through size restrictions.

4. New Business:

A. Presentation on the Airport's Comprehensive Development Plan and Local Access Issues - Michael Cheyne, Planning Director, Aviation Division, Port of Seattle

Mr. Cheyne stated that a comprehensive development plan initiating a northern airport expressway relocation, supporting Sound Transit Light Rail alignment design, and identifying a single loop concept roadway system will be completed in early 2005.

It was determined that instead of constructing a north end aviation terminal, the existing terminal could be expanded to adequately serve future passenger growth. The

north end terminal site will now be used for airplane parking, and the 80 acre south aviation support area will be used for support services, commercial and long term development. Also, as a result of the north end terminal not being constructed, the light rail can be built at grade from South 154th Street to approximately South 170th Street where it will begin to elevate to about 35' to 40' high at International Boulevard with a pedestrian link across International Boulevard into the terminal complex at the fourth floor level.

A single loop system of roadways that mirror the current system has been developed that will reduce the number of cars/number of trips, promote use of the garage, and provide a single point of entry into the airport. Detail modeling has indicated that the new system would serve 48 million passengers annually.

Unrestricted access to the airport will be via South 188th Street/28th Avenue South, and at South 160th Street/24th Avenue South. Commercial vehicles will have, in addition to the unrestricted access points, an access from South 170th Street (direct access to the garage is being studied). Unrestricted exit from the airport will be via 28th Avenue South, South 160th Street, and South 170th Street. The current entrance at South 182nd Street will be closed. Opportunities for public input will be made available, including presentations to various community groups.

Discussion was held about the Port's support of the light rail alignment ultimately reaching South 200th Street; whether or not the infrastructure at South 188th Street and 28th Avenue South was adequate to serve as an entrance into the airport, and estimates that the intersection will fail sometime between 2010 and 2020.

South access into the airport will be accomplished in phases. Phase one will be a connection between South 188th Street and the terminal drives. Phase two may be improvements at International Boulevard and South 188th Street. Improvements at South 200th Street and 26th Avenue may be necessary to provide access between the expanded State Route 509 and the airport.

Access to the airport from the north calls for significant improvements along State Route 518 to provide additional capacity between the airport drive and Interstate 5.

The Commission requested a hard copy of Mr. Cheyne's presentation.

B. Presentation on the City's Proposed 2005-2014 Transportation Improvement Program (TIP) - Tom Gut, City Engineer

Tom Gut explained that tonight's presentation would focus on the first two years of the program (2005 and 2006). The schedule for adoption is as follows:

Presentation to the Transportation & Public Works Committee - May 25

Presentation to the Planning Commission - June 7

Presentation to the Transportation & Public Works Committee - June 22
Public Hearing and Adoption by the City Council - July 13.

The objectives for going through the TIP process include enabling the City to coordinate with other agencies and utilities regarding projects within SeaTac, generally only projects outlined on the TIP are eligible for grant funds, the TIP process is part of State law.

Tom Gut then reviewed the 2005 and 2006 projects outlined on the TIP as follows:

2005

International Boulevard Phase IV (S 200 ST to S 216 ST) - Widen to six lane urban arterial with curbs, gutters, sidewalks, medians, street lighting, storm drainage, channelization, signalization, paving, landscaping, consolidate driveways and underground utility lines.

This project also includes Washington State Department of Transportation funding to fill the future SR 509 crossing between South 204th Street and South 208th Street that will go underneath the existing International Boulevard.

Military Road (S 179 ST to S 186 ST) - Reconstruct roadway to provide for drainage and pedestrian facilities. Improvements include curb, gutter, sidewalk, storm drainage, landscaping, street lighting, channelization, paving and undergrounding of utility lines.

38th Avenue South (S 180 ST to S 182 ST) - Construct a new paved surface and storm drainage system for pedestrian and emergency access.

Options that range from a pedestrian pathway to a full road are being considered. Stream and right-of-way acquisition issues remain unresolved.

Des Moines Memorial Signal Rebuild @ S 156 ST - Includes complete signal rebuild, sidewalk, curb and gutter returns at the intersection.

This upgrade is being conducted in conjunction with the Port of Seattle realignment of South 156th Street.

A Commissioner suggested it would be appropriate for the Port to fund all or a portion of the signal rebuild.

Military Road S at S 200 ST/I-5 SB Ramps - Widen I-5 southbound off ramp to provide for a left turn lane. Reconstruct west leg to provide left, thru and right turn lanes. Modify signal to facilitate lane changes.

The City continues to identify this project on the TIP, it would be a Washington State Department of Transportation project. Further, the City is aware that operations at this intersection need to be improved to eliminate excessive backups on Military Road South and South 200th Street.

Discussion was held about the increase in traffic, and daily congestion on Military Road South, South 200th Street, and at the intersection (and what portion can be attributed to airport traffic); safety concerns relative to the fire station located just west of the intersection of Military Road and South 200th Street; and whether or not the ramps on and off I-5 at South 200th Street were originally intended to be temporary.

Commute Trip Reduction Annual Element - Provide for review, approval, and monitoring of the CTR programs for major employers within the City including the implementation of the City's CTR program.

2005 Citywide Pedestrian Program - Installation and repair of pedestrian improvements throughout the City in the vicinity of the schools, parks, public assembly buildings, and neighborhoods for the purpose of creating a safe pedestrian network.

2005 Annual Street Overlays - Maintain and preserve the integrity of the City's existing roadway surfaces through a combination of repair to major pavement failures, crack sealing of existing pavements to extend their usable life, and overlay pavements that are structurally declining.

South 154th Street Relocation (24 AVE S to Des Moines Memorial Drive) - Relocate South 154th Street to accommodate expansion of the runway clear zones. Improvements include curb, gutter, pedestrian walkway, drainage, and underground utilities.

Westside Trail (S 188 ST to North SeaTac Park) - Construct pedestrian/bicycle path along Des Moines Memorial Drive South.

Discussion was held about a replacement viewing area promised by the Port when the 12th Avenue viewing area was closed. Tom Gut agreed to research the issue.

International Boulevard (S 152 ST to S 154 ST) - In conjunction with Sound Transit station area improvements, preliminary design for utility undergrounding.

2006

34th Avenue South (S 160 ST to S 176 ST) - Reconstruct roadway, install drainage, curb, gutter, and sidewalks. Install traffic calming measures, underground utility lines.

South 192nd Street (33 AVE S to 37 AVE S) & 37 AVE S (S 188 ST to S 192 ST) - In conjunction with development of City property, install curb, gutter, and sidewalk on the north side, a shoulder walkway on the south side of South 192nd Street. Install curb, gutter, and sidewalk on the west side of 37th Avenue South. Install traffic calming measures.

South 144th Street (24 AVE S to Military Road S) - Reconstruct roadway to provide for drainage and pedestrian facilities. Improvements include curb, gutter, sidewalk, storm drainage, landscaping, street lighting, channelization, paving, and undergrounding of utility lines.

2006 Citywide Pedestrian Program
2006 Annual Street Overlays
Commute Trip Reduction Annual Element

Discussion was held about safety concerns regarding speeding traffic on South 144th Street.

Military Road S (S160 ST to S 179 ST) - Route study to define use of Military Road and recommend alternatives for improvements.

South 170th Street at Airport Freeway Northbound Ramps - Install signalization
Air Cargo Road at Airport Freeway Southbound Ramps - Install signalization
Air Cargo Road at South 160th Street - Install signalization
Air Cargo Road at South 170th Street - Install signalization

Discussion was held about an item in the Interlocal Agreement that if State Route 509 was not completed by 2005, The Port would fund (with State assistance) an alternative south access to I-5; the Port's commitment to have a south access in place when the airport reached 25 million passengers a year; the Port and State funding improvements at the intersection of South 200th Street and Military Road South; new curbs on South 200th Street; and funding responsibilities and construction completion timelines not being clearly outlined in future planning agreements between the City and various entities.

The Commission requested a hard copy of the slide presentation

C. Preliminary Discussion about the Zoning Code's Domestic Animal Standards Regarding Roosters

Jack Dodge stated this issue was being revisited as a result of a citizen complaint articulated both at the Planning Commission's last public hearing and during the public comment portion of a City Council meeting.

Discussion was held, and it was agreed that addressing the issue through a noise ordinance was more appropriate than prohibiting roosters, as it appears only one noise complaint has been received. Jack Dodge agreed to forward a request to the city attorney that a determination be made if a noise ordinance, with compliance monitored by code enforcement, was feasible.

5. Commission Liaison's Report:

The May 25 Transportation & Public Works Committee meeting agenda included the following: (1) Approval to adopt the International Building Code. (2) Approval of a resolution amending the fee schedule for building permit fees. (3) Discussion on the replacement of the existing fire post signs. (4) Update on 38th Avenue South. (5) Approval to enter into a contract with various utility companies for the undergrounding of their facilities in the International Boulevard Phase IV right-of-way. (6) Approval to purchase a senior van funded in the 2004 budget. (7) Approval of a revision to the development agreement language between the City and Equitable Capital Group. (8) Briefing and review of the proposed 2005-2014 Transportation Improvement Program. (9) Briefing and discussion about the continued use of the radar reader trailer and scales for weighing trucks.

A study is currently being conducted to explore potential corridors to link the airport terminal and the Sounder station in Tukwila. Also included in the study are various technologies to accomplish the link e.g., buses, light rail, monorail, PRT, and automated transit. It has been suggested that a loop system connecting a potential light rail station at South 200th Street with the airport also be studied.

6. Planning Director's Report:

None.

7. Adjournment:

The meeting was adjourned at 9:30 p.m.